



Transit and Rail Advisory Committee (TRAC)

July 31, 2025





Agenda

- Welcome/Role Call/Chair Remarks (Ann Rajewski - Chair)
- OIM Staffing Update (Paul)
- Clean Transit Enterprise Update (Craig)
 - NOFA Release and Next Steps
- Planning and Operations (George/Jan)
 - Transit Connections Study (George)
- Passenger Rail Update (Maux)
- Transit and Mobility Grant Programs (Julie Howe)
- Agency Updates (Roundtable)

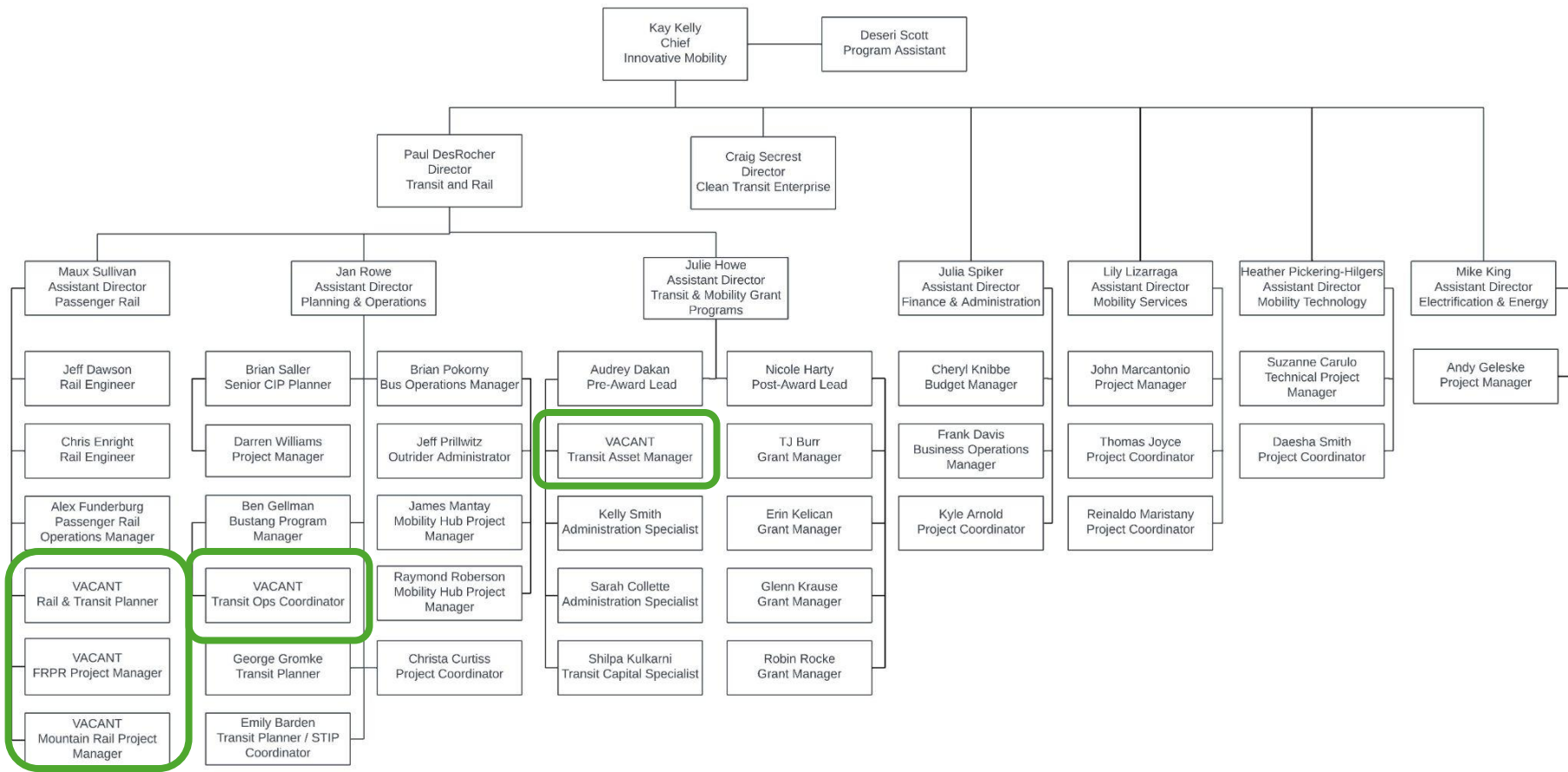


Chair's Remarks

- Roll Call
- Fall CASTA Conference:
 - Overview of proposed agenda



OIM Org Chart





Clean Transit Enterprise (CTE) Update





SB230 Formula Program: Letter of Intent Results

Total Responses	37
Full COA	18
Deferred COA	18
Not Participating	1
No Response	18





SB230 Formula Program NOFA

- NOFA released on July 18th, due September 19
- Submission requirements:
 - Cover Letter - Verify approvals, COA approach
 - Comprehensive Operational Analysis (COA)
 - Baseline data
 - Local zoning & planning questionnaire
 - Other documentation
- Local match relief request process
- Support & updates
 - Weekly virtual office hours (weds 3- 4); Ad hoc calls/visits by request
 - Running FAQs on CTE website
 - Consultant support available



SB230 Formula Program - Awards Process

- NOFA responses reviewed on rolling basis
- Standing up NOFA Response Review Committee
- Will prioritize awards for Full COA responses
- Hope to approve 2-year SOWs; use options letter for FY27 awards
- Currently working to define contract contents (e.g., performance reporting requirements)
- May revise requirements/process as we learn more
- Expect guidance from CTE Board



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Planning and Operations Branch Update



Planning & Operations Branch Updates

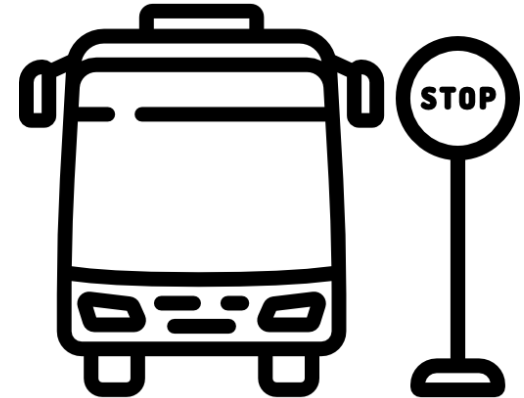
- Planning Updates
- Transit Connections Study Update
- Bustang Update





Planning Updates

- **Regional Transit Plans, Statewide Transit Plan, and 10-Year Plan**
 - TPR Meetings, Telephone Town Halls, and the R1 4P meetings complete - (126 hours of meeting time (!!!))
 - Statewide Transit Survey for Older Adults and Adults with Disabilities
 - Projected a 10% response rate, and ended up with 18%.
 - Draft Regional Transit Plans and the Draft Statewide Transit Plan are on track for completion by end of week, 9/1, and part of a public review period in coordination with DTD and the SWTP and RTPs
- **Transit Connections Study**
 - Draft Study Complete
- **Bustang Business Plan and Bustang Asset Management Plan**
 - BAM report complete
 - Bustang Business Plan report in development





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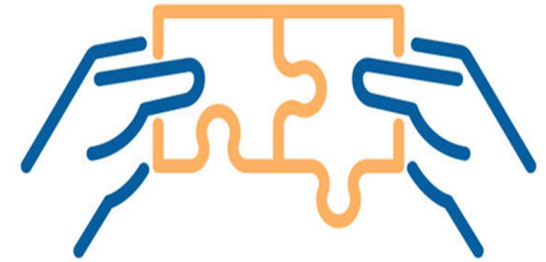
Transit Connections Study Update

The Transit Connections Study (TCS) aims to provide a strategic vision for a statewide public transportation network as part of an interconnected multimodal system in Colorado.



TCS Status

1. **Current State of Transit** ✓
2. **Gaps Analysis** ✓
3. **Recommendations & Report Development** ✓
4. **Final Report** ☐



- Presented to the Transportation Commission during the July Commission meeting
- Draft study delivered to the Transportation Commission
- Draft delivered to internal staff for review and consumption



TCS Objectives

What TCS is...

Provides a **vision** for a **statewide public transportation network**. Intended to **inform** public transportation planning and investment decisions.

Aims to understand the existing public transportation network's function, interconnectedness, and accessibility.

Identifies gaps in the public transportation network. Develops project types to address identified gaps.

Uses defined metrics (Transit Connections, Community Access, Equity, Financial Sustainability) for prioritization.

What TCS is not...

Does not provide specific project proposals ready for implementation. Opportunities for further refinement of TCS proposals into 10YP projects is possible, however.

Does not provide funding for specific projects or implement projects directly.

Does not provide a detailed operational analysis of public transportation agencies.

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Does not use implementation-readiness criteria for its prioritization.

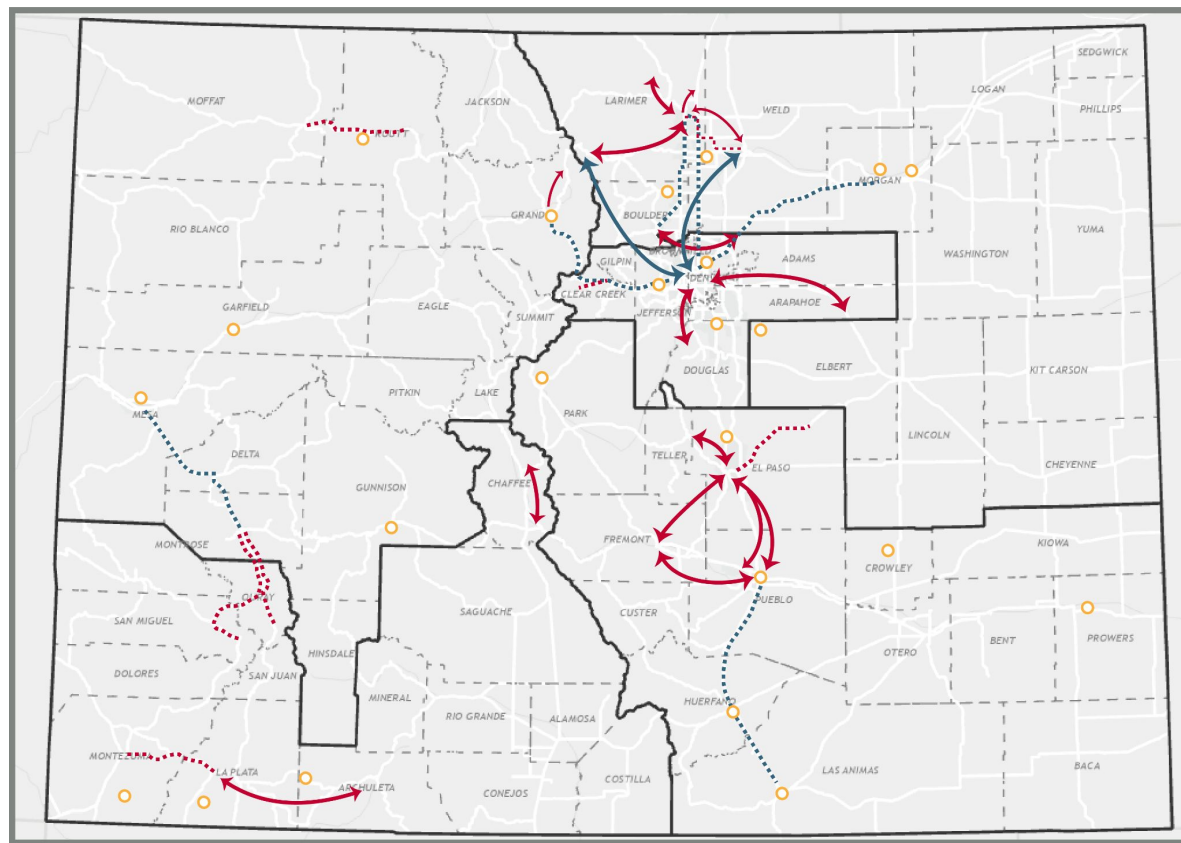


TCS Project Overview

Summary Project Types Map

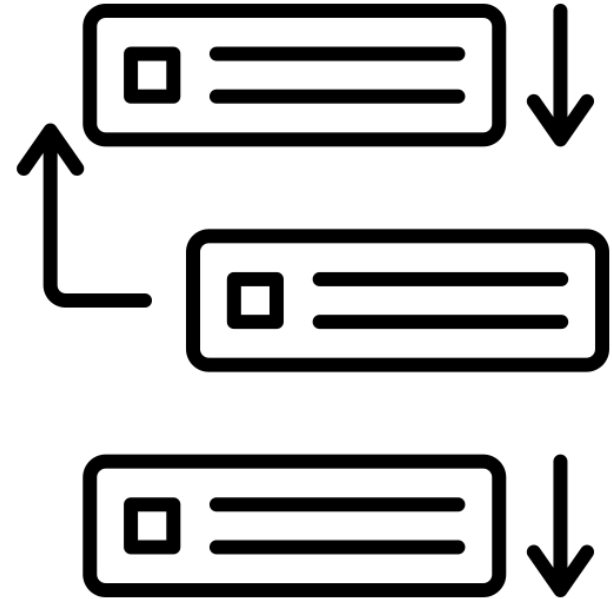
- New or Extended Service
 - Interregional fixed route
 - Regional fixed route
 - Demand response zone
- Service Optimization
 - Frequency change
 - Timed Transfers
 - Schedule Change
- Stops and Stations
 - Unlinked Transfers
 - New Market or Activity Center

- Regionally Significant
- Interregionally Significant
- Location-based Project Type



Next Steps

- Final report release is now targeted for the end of August
- Develop a story map to share findings and data
- Community Outreach
 - STAC, TRAC, Transit Monthly, CASTA, Webinars & Agency Meetings
- Informing Bustang service planning, CTE, Transit and Active Transportation Project Inventory (SB25-030), and project development with transit partners





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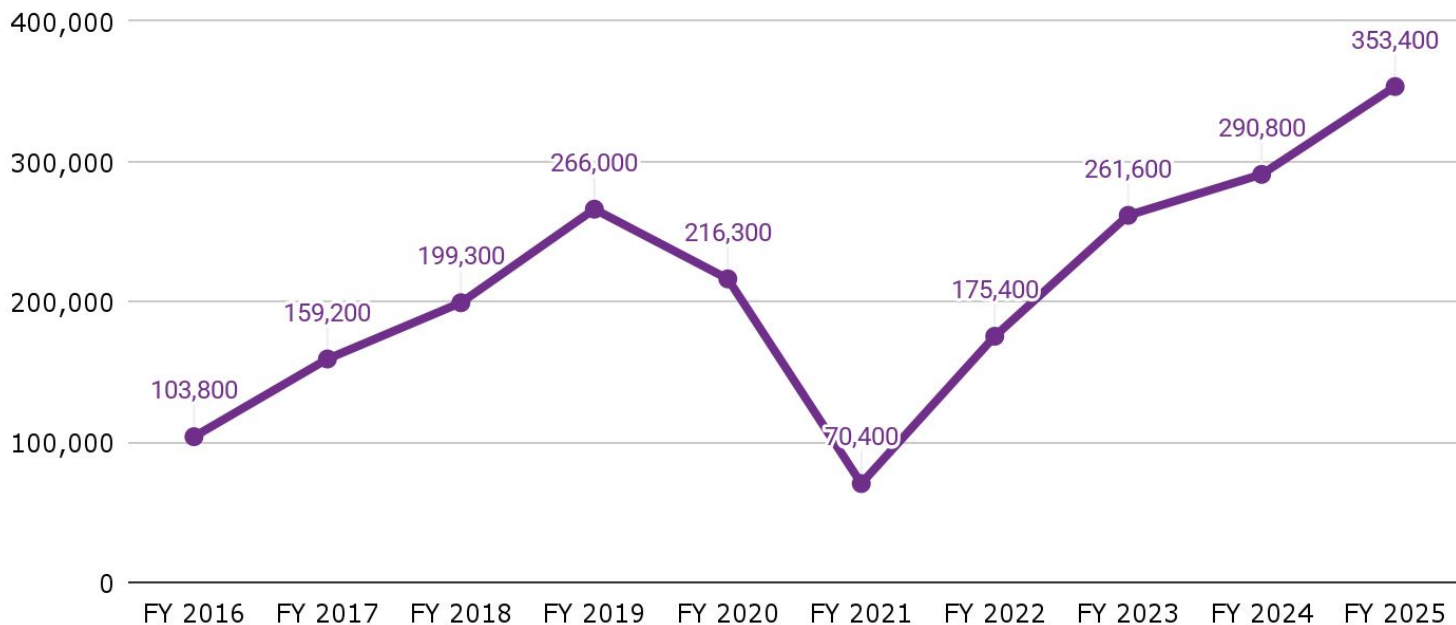
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Bustang Update



Ten Years of Bustang Ridership

Bustang System Ridership by Fiscal Year

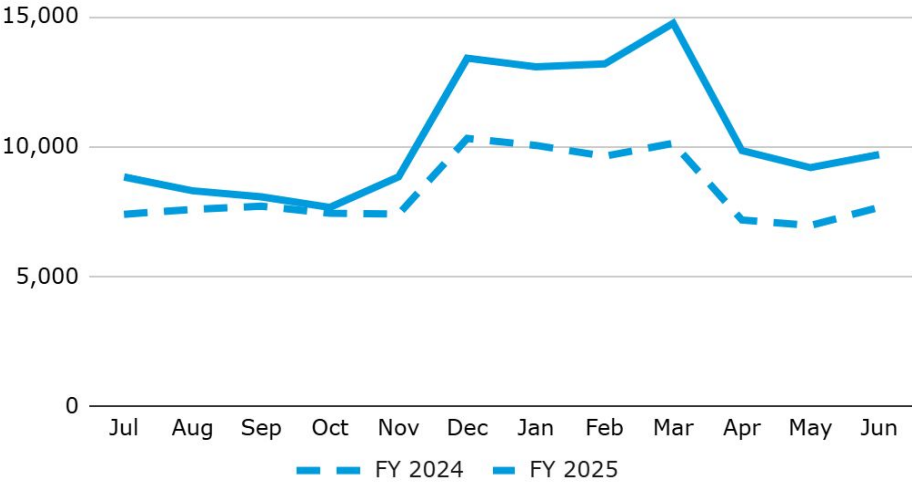


*Includes Bustang, Pegasus, Outrider, and Seasonal Services

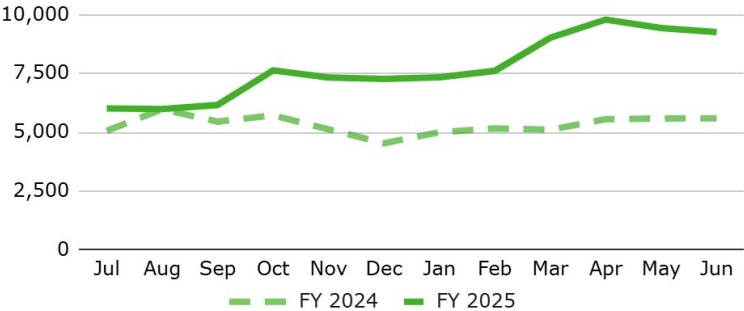


Monthly Bustang Ridership - Main Lines

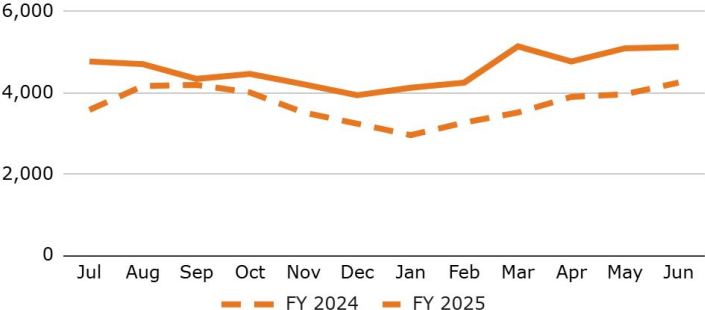
West Line



North Line



South Line





California Zephyr at the Moffat Tunnel

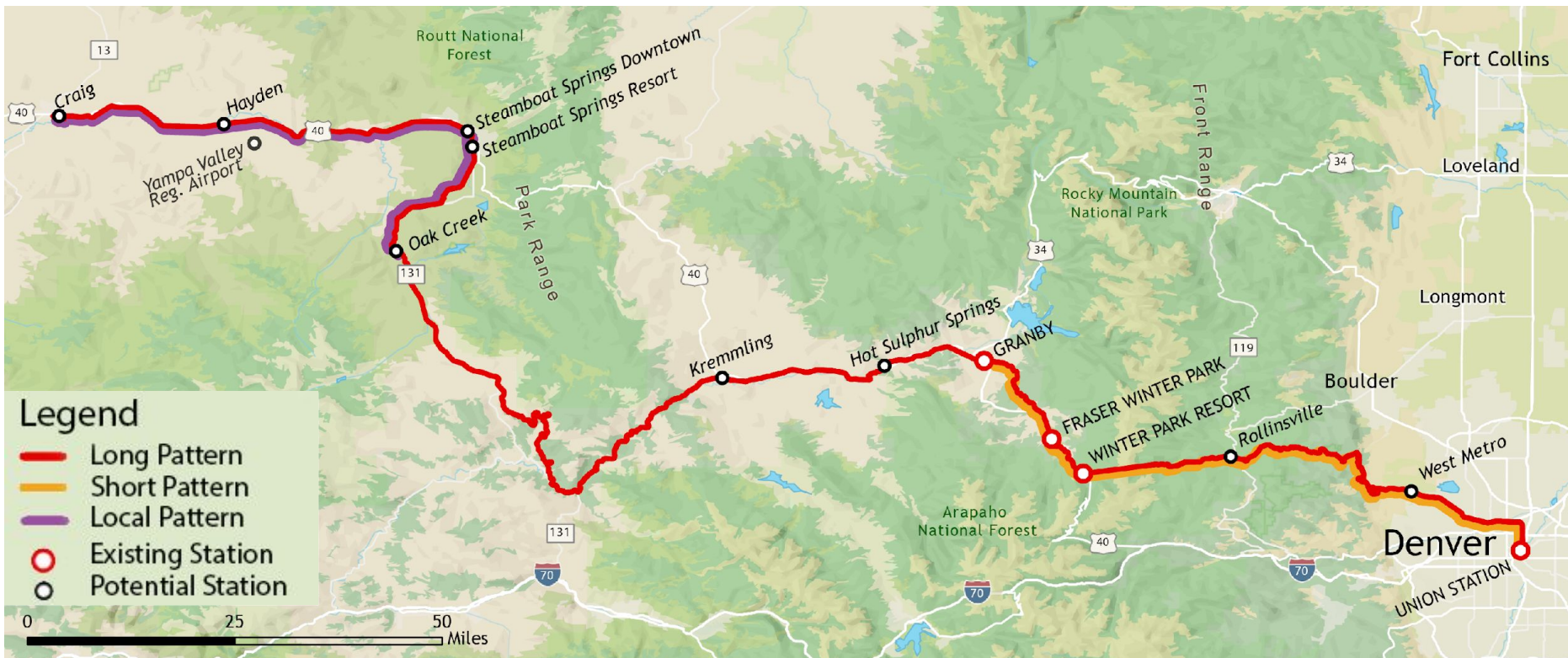


Agenda

- 1. Mountain Rail Updates**
- 2. Joint Service Updates**
- 3. Front Range Passenger Rail Updates**

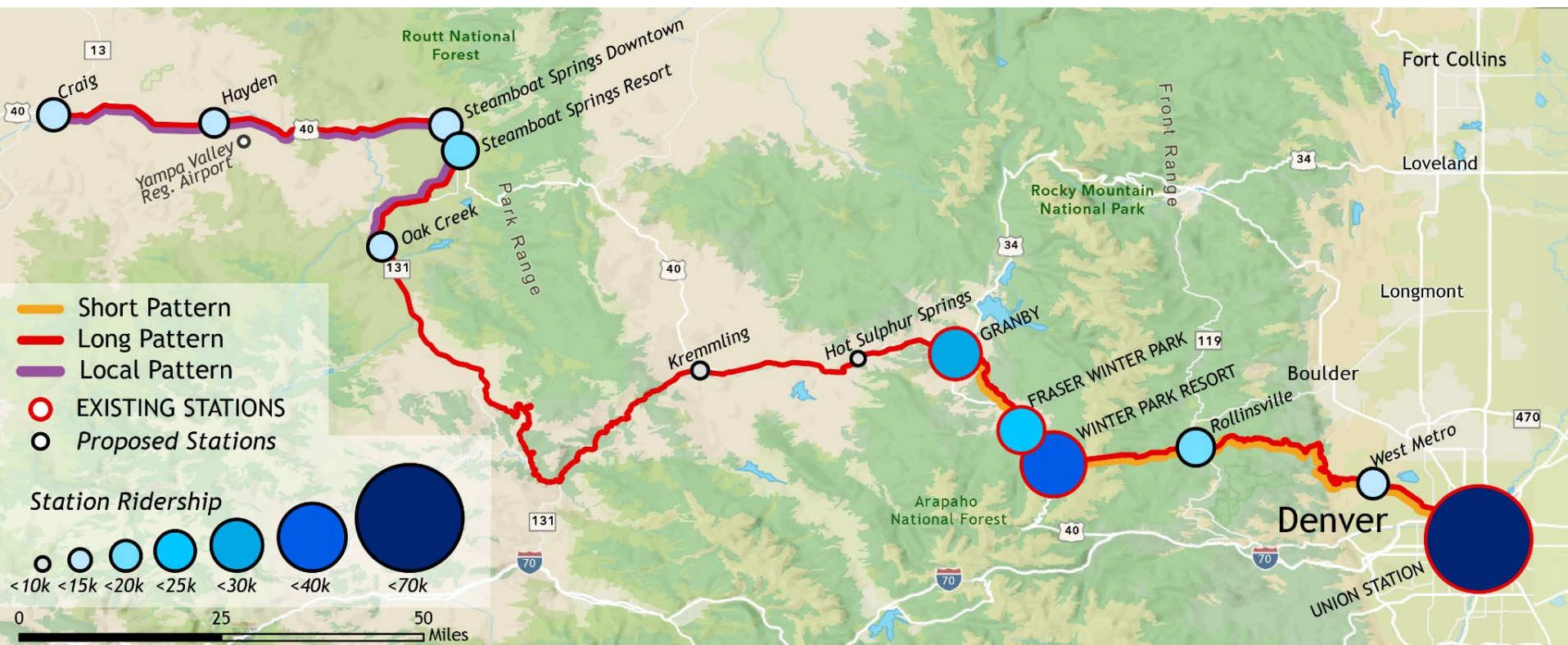


Mountain Rail Service





Preliminary Ridership Estimate





Cost Estimates: Phase 1 Initiation

- **Capital Costs:** Up-front investments to make improvements to the existing rail line, platforms, and buy trains.
- This list is not exhaustive. Additional costs to be determined by procurement efforts.

Phase 1: Known Projects	Cost Range (2025 \$)
First Trip	
Granby Layover Facility	\$11M - \$15.5M
Existing Platform Improvements	\$1.3M - \$1.8M
Second Trip	
Henderson Siding	\$31.2M - \$43.3M

Denver Layover Facility: Potential Elements	
Storage Tracks	Train Crew Facility
Service & Cleaning Platform	Shared w/ Front Range
Light Vehicle Maintenance	Shared with other operators



Cost Estimates: Future Phases

- At this stage of planning, engineering designs are only at 10%, adding a great deal of uncertainty
- It is difficult to predict the effect of inflation on materials and construction costs the further out we look
- A date certain has not been set for the Future Phases

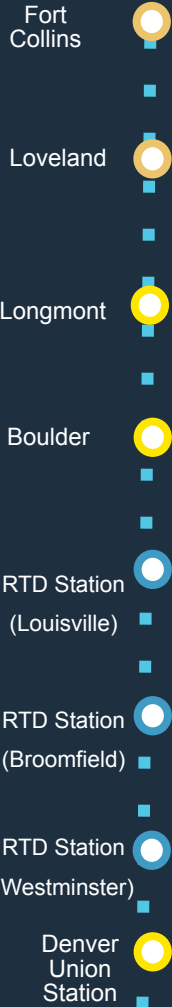
Rail Right-of-Way Elements	Cost Range (2025 \$)	Per
Track Upgrades	\$1.5M - \$2.7M	track mile
Signal Upgrades	\$1.5M - \$2M	mile
Grade Crossing Improvements	\$750K - \$1.5M	location
Tunnel Clearance	\$10K - \$50K	foot
Rockfall / Slope Stability	\$500 - \$2,000	foot

Station Elements		
Platform	Depot	Amenities
Access (ADA)	Multimodal Connections	Parking



Next Steps

- **Finalize Service Development Plan**
- **Initiate Station Planning: West Metro and Steamboat**
- **Phase 1 Implementation**
 - Operator and used rolling stock procurement
 - FRA regulatory approvals for service start
 - Design and construction of layover facilities
- **Future Phases**
 - Design and construction of new stations, rail right of way and safety improvements
 - Procurement of new fleet
 - Dependent on delivery model and partnership opportunities



Joint Service

- Intergovernmental Agreement (IGA) signed
- Next Steps
 - Passenger Use Agreement with BNSF
 - Financial Plan



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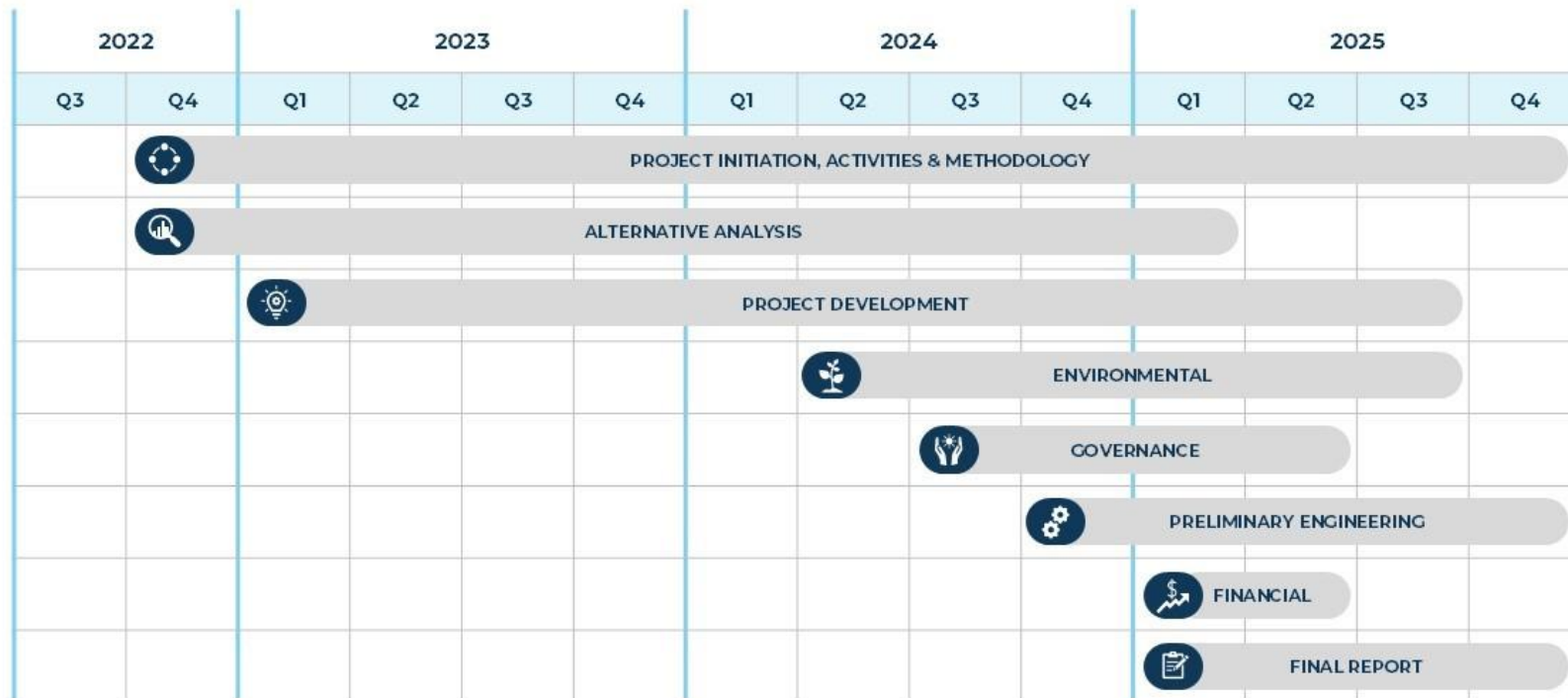
Front Range Passenger Rail

- Federal Railroad Administration visit in July
 - Operations Workshop
 - Corridor Familiarization





Front Range Passenger Rail





Transit and Mobility Programs Update





FTA Awards Update

- Formula processes appear to be progressing as normal
- Master Agreement updates have been made, incorporating EOs
- Prioritizing applications for funds lapsing at the end of FFY2025:
 - 2022 & 2023 5304
 - 2022 5339(b)(c) - 1 application is ready for CDOT to execute, 2 are in FTA review*
 - 2023 & 2024 5310 Rural
 - 2023 & 2024 5311
- Next priorities will be applications for discretionary awards:
 - 2023 5339(b)(c)
 - 2024 5339(b)(c)

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*New FTA Step requires Office of Secretary of Transportation (OST) Review



FTA Notice to Recipients: Opportunity for Propulsion Change

Memo from FTA on July 23, 2025 gave CDOT notice that FTA is accepting requests from selected applicants to change the vehicle propulsion type identified in their project submissions.

BACKGROUND: The FTA has received a number of requests from applicants selected for funding to purchase zero-emission vehicles or build facilities/infrastructure to support zero-emission vehicle technology, to change their project to another type of vehicle propulsion system. The bases for the requests generally center on the infeasibility of employing zero-emission technology or the economic burden and operational challenges associated with use of such technology, along with an interest in making prudent investment decisions with public dollars. For example, transit systems often find they can afford to purchase more vehicles at lower cost with their allotted grant funding, if they pursue standard or low emission vehicle technology.

CDOT has until August 15th to make request.



State Lawsuit

Colorado and 19 other states are party to a lawsuit against the US Department of Transportation (DOT) over the inclusion of unrelated immigration enforcement language in US DOT grant Terms and Conditions. Further action from CDOT on new grant agreements and certifications from US DOT is pending the initial results of this lawsuit. We will keep you informed as the court case progresses, but an initial action from the court could be more than a month away.



2025 Call for Projects Schedule

Anticipated 2025 Call for Projects Schedule

- **CY2026 Admin/Operating/MM & Planning (5310, 5311 & 5304)**
 - NOFA was released 6/9/25
 - A/O/MM applications were due ~7/25/25
- **2025 Consolidated Call for Capital Projects (CCCP)**
 - Date TBD - Fall 2025
- **2025 5304 Planning Call for Projects**
 - Date TBD - Fall 2025
- **Clean Transit Enterprise - Capital**
 - Vehicles, Infrastructure, & Facilities categories
 - Dates TBD -Fall 2025
 - Estimated \$15,000,000 available to award



Winter / Spring 2025 Contracting Timeline

Target 12/31/24

1. 2024 5311 A/O & 5310 Op/MM Contract Extensions - **COMPLETED**
2. 2025 “5310” Op/MM Contracts using SB228 Funds - **1 Pending Execution**
3. Existing Capital & Planning Contracts expiring on 12/31/2024 - **COMPLETED**

Between 1/1/25 and 3/31/25 - IN PROGRESS

1. 2025 5311 A/O Contracts (pre-award authority for expenses incurred from 1/1 for contracts executed by 4/1) - **CPCS' Queue**
2. 2024 CCCP Other Capital (i.e. Equipment, D/E, Construction) Contracts - **CPCS' Queue/Budgeting/SOWs**
3. 2024 CTE Planning, 2024 5339(b) & (c), other misc. Awards - **CPCS' Queue/Budgeting/SOWs**

Between 1/1/25 and 6/30/25

1. 2024 Capital Vehicles - BOCs, then Vans - **Pending Budgeting**
2. 2025 5311 A/O Baseline and 5310 Op/MM for agencies who received 2024 Extensions - **Pending 2025 Appropriation**
3. 2025 5311 A/O Expansions and 5310 Op/MM Expansions - **Pending Award**

Questions & Discussion

